

AMENDMENTS TO THE CLAIMS

Claim 1 (currently amended): A component for a turbocharger, the component including:

a housing defining a chamber for a predetermined part of the turbocharger, the housing being a compressor housing of the turbocharger and having an air inlet for receiving uncompressed air and an air outlet for discharging compressed air to an engine; and

a jacket surrounding a periphery and at least one side face of the housing, the jacket being arranged in a spaced relationship relative to an outer surface of the periphery and the at least one side face of the housing to define a fluid path about the outer surface of the housing, the fluid path having a fluid inlet and a fluid outlet adapted for connection to an engine cooling system, such that fluid in the fluid path is pressurized, in use.

Claim 2 (original): The component according to claim 1, in which the fluid path has the fluid outlet situated at a furthestmost position on the housing from the fluid inlet.

Claim 3 (cancelled)

Claim 4 (original): The component according to claims 1, in which the jacket is of aluminium and is attached to the housing by welding.

Claim 5 (currently amended): A turbocharger including a component comprising a housing defining a chamber for a turbocharger compressor, the housing having an air inlet for receiving uncompressed air and an air outlet for discharging compressed air to an engine; and a jacket surrounding a periphery and at least one side face of the housing, the jacket being arranged in a spaced relationship relative to an outer surface of the periphery and the at least one side face of the housing to define a fluid path about the outer surface of the housing, the ~~component~~-fluid path having a fluid inlet and a fluid outlet adapted for connection to an engine cooling system, such that fluid in the fluid path is pressurized, in use.

Claim 6 (withdrawn): A flame trap housing for a flame trap of a compression ignition engine, the housing having an inlet configured to engage an air outlet of a turbocharger and an outlet configured to engage an inlet of an inlet after-cooler, the housing being double skinned, having

an inner skin defining a flame trap compartment and an outer skin arranged in a spaced relationship relative to the inner skin, to define a fluid path for the flow of a cooling fluid about the inner skin of the housing.

Claim 7 (withdrawn): The housing according to claim 6, which defines a cooling fluid inlet and a cooling fluid outlet of the fluid path.

Claim 8 (withdrawn): The housing according to claim 7, in which the cooling fluid outlet is situated at a furthestmost position on the housing relative to the cooling fluid inlet.

Claim 9 (withdrawn): A fluid input assembly for a compression ignition engine, the assembly including:

- a turbocharger;

- a flame trap including a housing comprising an inlet connected to an air outlet of a turbocharger and an outlet configured to engage an inlet of an inlet after-cooler, the housing being double skinned and having an inner skin defining a flame trap compartment and an outer skin arranged in a spaced relationship relative to the inner skin, to define a fluid path for the flow of a cooling fluid about the inner skin of the housing; and

- an inlet after-cooler connected to an outlet of the flame trap housing.

Claim 10 (withdrawn): The assembly as claimed in claim 9 in which the turbocharger includes a component comprising a turbocharger housing defining a chamber for a predetermined part of the turbocharger; and a jacket surrounding the turbocharger housing, the jacket being arranged in a spaced relationship relative to an outer surface of the turbocharger housing to define a fluid path about the outer surface of the turbocharger housing, the component having a cooling fluid inlet and a cooling fluid outlet.

Claim 11 (withdrawn): The assembly as claimed in claim 10, in which the cooling fluid outlet of the turbocharger housing of the component is in fluid communication with a cooling fluid inlet of the housing of the flame trap.

Claim 12 (withdrawn): A compression ignition engine which includes the fluid input assembly as claimed in claim 9.